

Intimation.

W. BOFFEY & Co.,

TAILORS,

2, D'AGUILAR STREET.

Have an entirely New Stock of WOOLLENs to suit the Present and Coming Season.

Consisting of—

FANCY SUITINGS, DRESS, FROCK and MORNING COAT SUITINGS, ULSTER and OVERCOATINGS, BREECHES and RIDING MATERIALS in variety.

FANCY VESTINGS, TATTERSALLS and others.

Hongkong, 21st September, 1896.

[1473]

THE YOKOHAMA SPECIE BANK LIMITED.

(Incorporated in Japan under the authority of an Imperial Ordinance No. 89 dated the 6th day of the 7th Month of the 20th Year of Meiji.)

SUBSCRIBED CAPITAL..... Yen 10,000,000
PAID-UP CAPITAL..... 5,250,000
RESERVE FUND..... 5,010,000

Head Office—

YOKOHAMA, JAPAN.

Branches and Agents:—
KOBE, LONDON, NEW YORK, LYONS,
SAN FRANCISCO, HONOLULU,
BOMBAY, SHANGHAI.

London Branch—

120, BISHOPSGATE STREET, WITHIN.

London Bankers—

THE UNION BANK OF LONDON, LTD.,
THE LONDON JOINT STOCK BANK, LTD.,
THE PARIS BANKING CO. and the ALLIANCE
BANK, LTD.

Shanghai Agency—

No. 51, THE BUND.

Hongkong Agency—
No. 6, PRAYA CENTRAL and ICE HOUSE
STREET.DRAFTS granted on all the Principal Places
in JAPAN and CHINA, and on the Principal
Commercial Centres in EUROPE, INDIA
and AMERICA, and every description of Exchange
Business Transacted.NAO NABEKRA,
Agent.

Hongkong, 22nd September, 1896.

NOTICE.

UNDER the Authority of the Directors and
with the Sanction of the Japanese
Minister of State for Finance, I have this Day
OPENED an AGENCY of the above BANK at
No. 6, PRAYA CENTRAL and ICE HOUSE
STREET, Victoria, Hongkong.NAO NABEKRA,
Agent.

Hongkong, 22nd September, 1896.

[1481]

Today's
Advertisements.A
GRAND BALLAD CONCERTIN AID OF THE FUNDS
OF THE
BENEVOLENT SOCIETY,
WILL BE HELD AT THE
MOUNT AUSTIN HOTEL,
ON
THURSDAY, the 15th October, 1896,
AT 9.15 P.M.Under the Patronage of
H.E. Sir WILLIAM ROBINSON, K.C.M.G.,
Major-General WILSON BLACK, C.B.,
Commander HOLLAND, R.N.The following Ladies and Gentlemen have
kindly consented to assist:—
Mrs. VALLING, Mr. GRACE,
Mrs. WELMAN, Mr. GOFFE,
Miss COXON, Mr. CHURCH,
Mr. SIZMAN, Mr. CLAYSON, R.A.TICKETS 3s each, to be obtained from any
Member of the Committee, the MOUNT AUSTIN
HOTEL and Messrs. KILLY & WALSH, LD.,
Hongkong, 6th October, 1896.

[1552]

Today's
Advertisements.

HONGKONG JOCKEY CLUB.

NOTICE is hereby given that an EXTRA-
ORDINARY GENERAL MEETING of the
MEMBERS of the HONGKONG JOCKEY
CLUB, convened in accordance with Rule 32 of
the Rules of the Club, will be held at the CITY
HALL on SATURDAY, the 17th day of
October, 1896, at 2.30 P.M., to confirm the
Resolution passed at the Extraordinary General
Meeting of the Members of the Club held at the
City Hall on the 2nd October instant, particulars
of which resolution will be circulated for the
general information of the Members.

By Order,

T. F. HOUGH,
Clerk of the Course.

Hongkong, 6th October, 1896.

[1556]

NIPPON YUSEN KAISHA.

FOR KOBE AND YOKOHAMA.
THE Company's Chartered Steamship.

"OSBORNE".

Captain P. Rottle, will be despatched for the
above Ports TO-MORROW, the 7th instant, at
3 P.M., instead of as previously advertised.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA,
Hongkong, 6th October, 1896.

[1551]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship.

"FORMOSA".

Captain Robson, will be despatched for the
above Ports on THURSDAY, the 8th instant, at
Noon.
For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.

Hongkong, 6th October, 1896.

[1554]

"SHELL" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

(Taking Cargo at through rates to COVENTRY,
STOCKHOLM, NORKKOPING, GÖTTE,
DANTZIG and KÖNIGSBERG, with transhipment
in HAMBURG.)
THE Company's Steamship.

"TELRNA".

Captain Scott, will be despatched as above on
MONDAY, the 10th instant.
For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, 6th October, 1896.

[1487]

NORDDUTSCHER LLOYD.

STEAM TO

YOKOHAMA, KOBE AND NAGASAKI,
(Passing through the INLAND SEA.)
THE Company's Chartered Steamship.

"DAPHNE".

Captain Samuelsen, will leave for the above
Ports on or about WEDNESDAY, the 22nd inst.
For Freight or Passage, apply to
MELCHERS & Co.,
Agents.

Hongkong, 6th October, 1896.

[1555]

NIPPON YUSEN KAISHA.

FOR SINGAPORE, (if sufficient inducement
offer), COLOMBO, PORT SAID,
MARSEILLES, LONDON AND ANTWERP.
THE Company's Steamship.

"HIMEJI MARU".

will be despatched for the above Ports on
SATURDAY, the 31st instant, at Noon.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA,
Hongkong, 5th October, 1896.

[1551]

Intimations.

DAKIN, CRICKSHANK &
COMPANY, LIMITED,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are
made under the constant supervision of a duly
qualified English Chemist and will have compe-
rison with the best English Manufactures.Special terms to HOTELS, CLUBS, MEN'S and
other Large Consumers.
Any complaints should be addressed to the
Manager.

Hongkong, 2nd May, 1896.

[147]

NOTICE.

I HAVE this Day commenced Business as a
GENERAL COMMISSION AGENT.

W. S. LEWIS.

Hongkong, 20th July, 1896.

[1449]

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINES
AND
SPIRITS.ALL these are selected by our London House,
bought direct at first hand, imported in wood
and bottled by ourselves, thus saving all inter-
mediate profits, and enabling us to supply the
best growths at MODERATE PRICES.PRICE LISTS, with Full Details, to be had on
Application.PORT after removal should be rested a month
before use. When required for drinking at
once it should be ordered to be decanted at
the DISPENSARY before being sent out.SHERRY.—Excellent Dinner and After Dinner
Wines of very superior Vintages. All are
true Xeres Wines.CLARET.—Our Claret, including the lowest
Priced, are guaranteed to be the genuine
product of the juice of the grape and are not
artificially made from raisins and currants,
as is generally the case with Cheap Wines.BRANDY.—All our Brandy is guaranteed to be
pure COGNAC, the difference in price being
merely a question of age and vintage.WHISKY.—All our Whisky is of excellent
quality and of greater age than most brands
in the market. The SCOTCH WHISKY
marked "E" is universally popular, and is
pronounced by the best local connoisseurs
to be superior to any other brand in the
Hongkong market.We only guarantee our WINES and SPIRITS
to be genuine when bought direct from us in the
Cask or from our authorized Agents at the
Coast Ports.A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.

Hongkong, 15th September, 1896.

[1554]

BIRTH.

At 29, Nanking Road Shanghai, on the 1st
instant, the wife of S. VOLKKE, of a daughter.

The Hongkong Telegraph

HONGKONG, TUESDAY, OCTOBER 6, 1896.

TELEGRAMS.

REUTER'S MESSAGES.

THE TOUR OF THE TSAR

The Tsar and Tsarina have left Balmoral.
The preparations which are being made in
Paris for their reception are on an immense and
splendid scale.GERMANY AND THE ZANZIBAR
PRETENDER.The Pretender Said Khalid has been con-
veyed on board a German warship at Zanzibar,
in face of the vigorous protests of the British
Consul.

MACEDONIA.

A band of insurgents has attacked and annihi-
lated a detachment of fifty Turkish troops in
Macedonia.(From Japanese Papers.)
EXPIRATION OF A BANK CHARTER.A notification of the Finance Department has
been issued to-day announcing that the charter
of the 7th National Bank, Tokyo, having expired
on the 25th inst., the obligation of exchanging
the notes issued by that bank has been accepted
by the Government and the exchange has been
entrusted to the Bank of Japan.

THE KOREAN MINISTER TO JAPAN.

Mr. Yi Ha Yung, the Korean Minister to
Japan, proposes to go home for a short time.

YOKOHAMA SILK MARKET.

Two thousand bales of raw silk were sold
at Yokohama yesterday. The highest price
obtained was 8775 per picul, showing an
advance of 225 as compared with the previous
day's quotations.

A SPECIAL MISSION.

Lieut. General Viscount Kawakami, Vice-
President of the Army General Staff Depart-
ment, has been ordered to Formosa, Annam, and
Tonkin on official business.

LI HUNG-CHANG.

Li Hung-chang arrived at Yokohama at 1.50
p.m. yesterday and at about 3 p.m. went
on a launch to the steamer Kwang-hi
specially sent by the Chinese Government
to convey him home. Mr. Hara Zensaburo,
Chairman of the Yokohama Chamber of
Commerce; Mr. Otsu Kabei, representative of
the Japan Foreign Trade Society; Mr. Watanabe
Fukusaburo, Chairman of the Yokohama
Municipal Assembly; and Mr. Ikeda Kanzo,
representative of the Oriental Society, went
aboard the Kwang-hi and extended a
welcome to the Chang Tsang. Count Seyijima,
President of the Oriental Society, Dr. Ishiguro,
the Army Surgeon-General, and Governor Ma-
tsumoto of Kanagawa also visited the Victory.
The Emperor sent Mr. Hanomiyu, assistant
grand master of ceremonies, to welcome His
Excellency.Viscount Kunitomi, Minister for Agriculture
and Commerce, also paid a visit to His Excel-
lency on the Kwang-hi last evening, when
Li informed him that as the steamer sent to
convey him home had sailed, he would not
land. The Kwang-hi with 12 and 13 men left
Yokohama at 9 p.m. yesterday.

LOCAL AND GENERAL.

THE Kisio Adair Company was at Nagasaki on
the 1st inst.Mr. A. D. STANTON has been appointed Consul
for the Netherlands at Tientsin.Mr. F. H. MAY, Captain Superintendent of
Police, returned to the colony to-day by the
Empress of China from furlough.It was announced at Vancouver on the 11th
ult., that the Mutual National Bank suspended
payment at New Orleans on the 10th September.It is reported by the Koko Chronicle that owing
to the recent changes in the Cabinet, General
Katsuma, Governor-General of Formosa, has
sent in his resignation.Our Nagasaki contemporary understands that
the Mexican corvette Zaraposa will dock at
Nagasaki shortly, owing to some defects in her
keel. She will then leave Japan for Shanghai.A new fortnightly magazine entitled the Tokio
Shin-bun, an organ of manufacturers, art workers,
agriculturalists and marines' produce dealers, is to
commence publication in Tokio in a few days.The Japan Herald states that "Heroic Japan,"
an illustrated history of the war between China
and Japan by Messrs. Eastlake and Yamada,
is in the press and will be published in a few
days.Thus the Peking and Tientsin Times.—The
friends of Captain McClure, of Wei Hai (name),
will be interested to hear that he has recently
joined the ranks of the Benedictines. "None but
the brave deserve the fair."The Osaka Asahi learns that the Russian
Government has signed a secret convention with
the Korean Government, in which the latter
pledges that it will not open Mokpo for foreign
trade, nor allow any other country to construct
telegraph lines in the interior, nor grant a
charter for construction of a railway between
Seoul and Chemulpo, without first obtaining
the approbation of Russia.YESTERDAY, says the Nagasaki Express of 1st
October, all the war-ships in harbour had their
flags at half-mast out of respect to the memory
of the late Captain Henry B. Lang, of H.M.S.
Narcissa. Captain Lang was born in 1841,
entered the service in 1859, and attained post
rank in 1889. In 1884 he was a midshipman on
board the Dombay when that vessel blew up off
Monte Video, and 97 officers and men were
killed.The death of Commander J. S. Newell, U.S.N.,
is reported from Seattle under date 4th Septem-
ber as follows:—"Commander John Stark
Newell, commander of the United States
armoured cruiser Dilwitt, is dead from meningi-
tis contracted while undergoing privation in
connection with his labours as representative of
the United States in the investigation of the
massacre of missionaries at Kucheng, Central
China.—Kucheng is not in Central China. It
is near Foochow, the famous tea port in the pro-
vince of Fukkien.If our old friend George Francis Train was in
town we should have accused him of lying, as
an express to-day, the following monotony:—
SILVER QUESTION SOLVED.NO MORE TROUBLE IN EXCHANGE.
Our Hon. Commissioner returned from Amer-
ica per "Empress of Archibald."Deputation assembled at High Change; Busi-
ness to-day; welcome Hon. Alfred.
All constituents cordially invited.
"Won't uncle be pleased."

S. B.—Free Lunch and choicest Wines.

A few months ago eleven German, members of
the crew of the Japanese steamer Risio Maru,
violently assaulted Mr. W. Barle, Superintendent
of the Nippon Yusen Kaisha. They went to his
house at night and called him out to
discuss matters connected with the placing of
certain German on board their ship. He refused
to discuss matters with them and they there-
upon attacked him with iron bars, etc. The
men were tried at the local Court and a few
days ago judgment was delivered, ordering the
men who actually committed the assault to be
imprisoned with hard labour for three months,
while the others who were present at the time
were "sent up" for seven days, one youth
being laid down with five days. A great outcry
is made by some of the Yokohama and Kobe papers
about the inadequacy of the punishment inflicted
on the firemen. The Japan Herald
publishes a bitterly expressed leader on the
subject, while the Gazette, Adventure, and
Sea of Clouds all took exception to it on the
ground that the punishment was inadequate.
The Japan Mail published the judgment, but
had not dealt with the matter editorially up to the
time of departure of the mail.

MEMORANDA.

THURSDAY.—8th October.

11 a.m.—English Mail closes.

Noon.—Rakilla sails for London.

Noon.—City of Rio de Janeiro leaves for San
Francisco, via usual ports of call.Noon.—Meeting of shareholders of the Union
Insurance Society of Canton, Ltd., at the
Head Office, No. 4, Praya Central.

SATURDAY.—10th October.

2.30 p.m.—Auction of household furniture, &c.,
at No. 41, Wyndham Street, by Mr. G. P.
Lammont.

3 p.m.—Gymkhana meeting, at Happy Valley.

SUNDAY.—11th October.

French mail due.

President of the Yokohama Specie Bank,
San Francisco, June, 1896.FRANCIS MICHEL HILKOFF, the Russian Minister
of Public Works and Railroads, who arrived at
Yokohama from Vladivostok on the 22nd ult.,
by the cruiser Dmitri Donskoi, after a tour
across Siberia, left Japan on the 23rd ultimo by
the Occidental & Oriental steamship Dilig,
en route for St. Petersburg via San Francisco
and New York. He is accompanied by his son
Prince Michel M. Hilkofo, who is attached to the
Ministry of Finance, Mr. Gregoire Tcherkoff of
the Chevalier Garde, and Mr. Vassily Bolchakov,
an attaché for Special Missions to the Ministry
of Public Works and Railroads. He is to make
a report on the American and European railway
systems, traffic management, and, it is rumoured,
also ascertain facts connected with the passenger
and cargo traffic between Europe and the Far
East via the Canal.MR. CHAMBERLAIN was asked in the House of
Commons the other day whether he had been
able to ascertain whence and by what means
the rebel Matabele had obtained their supplies of
weapons and ammunition, but he was unable to
clear up the mystery. Meanwhile the following
statement, by a gentleman who has had con-
siderable experience of frontier life in South
Africa, seems to offer a plausible solution of the
whole problem. It appears that for some time
past the Government magazines in the Transvaal
have been found deficient in their stock of
cartridges, and our informant deduces from this
theory that the magazine officials, in league
with the small Boer farmers on the frontier, have
been carrying on a contraband traffic in
ammunition with the Matabele. It should not
be difficult to ascertain whether the cartridges
used by the Matabele have come from the
Transvaal Government's stores. Should this prove
to be the case, a strong representation should be
made at Pretoria. The Transvaal Government
have not acted loyally, or even humanely, in
regard to the rising in Rhodesia. They offered
us assistance with their tongue in their cheek,
and then they prevented supplies of food from
being sent to the sorely tried white men and
women in Matabeleland. If by negligence or
conspiracy they have also helped to arm the
Kaffirs against the Englishmen a heavy reckon-
ing should be exacted from them.In the Friday Chronicle we find the prospectus
of Steinhilber's (Shorthand and Business College,
which, after exposing the system of the American
Public Schools, Academies and Colleges, and
warning the public against them, offers "the
best course for the least money in the shortest
time." Continuing the prospectus states—"We
have the genuine, not the counterfeit. The
school becomes the counting room. The
students dream of future surroundings made a
pleasant reality. Genuine bookkeeping's expe-
rience from the start. No copying. Nothing im-
practical. The students learn from doing. They
do not play at business, but go through real expe-
rience in bookkeeping and office practice the
first day they enter the school. We add the
functions of business managers to instruction."This has an excellent sound, but savours to our
mind too much of the Squeers and Dotheboys
Hall type. Practical education is a splendid
institution, but we fail to see how the above state-
ments are to be carried out unless the students
spend their time in negotiating loans from
one another or disposing of their wardrobes
at a profit. Perchance the school is run by
an enterprising firm as a cheap means of
bookkeeping, but we have never met with such
a case. The following statement needs no
comment—"Any student who will attend this
college, and give his undivided attention for one
month, and cannot learn, or is not satisfied that
the equipments, teachers, methods and course
of instruction in shorthand, penmanship, typewriting,
bookkeeping, and the English branches
do not comprise everything that is necessary for
a thorough business education, will not be com-
pelled to continue his course of study."A BRANCH of the Yokohama Specie Bank having
been opened here recently it is probable that the
following from the Japan Mail of 25th ultimo,
received here to-day, will interest a good many
of our subscribers, for it has reference to the
distinguished President of that flourishing
institution:—Probably the great majority of our readers are
familiar with the name of Mr. Senoda Kokihei,
the popular and able President of the Yoko-
hama Specie Bank. But not so many know
that he served as an official for eighteen years
before he became President of the second great-
est bank in Japan. His most important official
post was that of Consul-General in London,
which position he held for seven years, and he
unquestionably would soon have passed to the
highest ranks of officialdom had he not been
persuaded, in 1880, to accept the office of Presi-
dent of the Yokohama Specie Bank. The
directors made a wise choice when they selected
him, for under his able direction the Bank has
prospered uniformly, and his reputation as a fi-
nancier is now of the highest. At present he is
travelling in the West, partly in connection with
the management of the Chinese indemnity fund,
the care of which has been entrusted to his
bank, and partly to extend the Bank's busi-
ness relations. A suggestion as to his doing
abroad comes to us in the form of a luxurious
little pamphlet, containing a few of the speeches
delivered by him in English, and a full state-
ment of the Specie Bank's constitution, articles
of association, accounts, and so forth. To a
respectable knowledge of the English language
and fluency in employing it, Mr. Senoda adds
a charming address, and it is always a pleasure
to listen to the most apt and appropriate little
speeches that he seems to have at easy com-
mand whenever occasion requires an oratorical
effort. The volume before us contains only a
very few of his most recent speeches, and when
they were delivered, they would not, perhaps,
greatly interest our readers. We shall confine
ourselves, therefore, to one quotation, namely, the
prefatory letter written by Mr. Senoda and re-
produced in facsimile.I trust that those who happen to read this
little pamphlet will kindly remember that there
is a bank in Yokohama which is struggling hard
to do good in Japan's trade with foreign coun-
tries for universal benefit, and whose prescient
co-operation from those who have any sympathy
or any business connections with that distant
empire, the Land of the Rising Sun.SOMEDA KOKIHEI,
President of the Yokohama Specie Bank,
San Francisco, June, 1896.J. P. COLLACO, a Portuguese who was charged
with the theft of some old and valuable postage-
stamps from a stamp-dealer in Motomachi,
Yokohama, has been found guilty by the Yoko-
hama Chho Salbashe and sentenced to six
months' rigorous imprisonment.THE Seoul Independent states that Lieutenant
Max Meische, of the 16th Regiment of the
German Army, now the Military Attaché to the
German Legation in Tokio, has been visiting
Mr. F. Kisen, the German Consul in Seoul.
Lieut. Meische has been visiting the different
ports in the East. He has been to Formosa
and Vladivostok, and is returning to Tokio.A SILVER cradle—in reality a service of plate
composed of a centrepiece and side dishes, in
which nautilus shells were used symbolically—
was presented recently to the Mayor of Brighton
and his wife as a gift from the members of the
Corporation and other friends, in celebration of
the fact that twin daughters were born to His
Worship during his current year of office. Only
on one previous occasion since the incorporation
of the borough has a silver cradle been called
for, and on that occasion, curiously enough, it
was also required for twins.

THE CYCLES CRAZE.

All the world's a wheel, and
All the world's cyclists merely tired!
They have their enemies as to a choice of bike
And one man in his time has many falls—
His axle being seven ages. At first the pollywog
Wiggling and sprawling from his trainer's arms;
Then the whining and discouraged tyro, creep-
ing.Tremulous and fearful, unwilling, from the
adamant floor
Back to the wheel; and then, all hopeful, talka-
tive of when
That blissful day shall come, and he with mis-
tress side
A tandem to the happy courts of Love!
Then a blizzard in full measure, seeking the
bubble's Notoriety
As a trick cyclist colliding with an Alderman
In huge proportions, beer and capon faced.
With eyes severe, our cyclist vanishes behind
a policeman's stick.
The sixth age shifts, and into his lean and
plaided pantaloons
With fearless mien and real halo-theatedness,
His little beard well saved for purposes
Known right well by his bike, which disarranged,
And spoken uncombed awaits its master's hail!
And his big, manly voice, turning to a childish
treble, pipes
"Ay, gully, Honour!" winds whistling in his
segud!Last scene of all, that ends a wheelman's Chase
and Checkered history,
Is cyclomania, oblivion alone
Save gear, save spoke, save the, save—
scorching!—American Ex.

THE STORM.

This is headed "the storm," because although
typhoon (that word) means great wind and we've
been experiencing very great winds here for up-
wards of 24 hours, yet there are those who insist
that the present climatic conditions cannot be
rightly described as a typhoon. Such quibblers
contend that unless there are blown off roofs like
leaves falling off trees in the autumn, and unless
the Victor Emanuel goes for a cruise half way
across the harbour, and upon a dozen or two
fishermen and sampan people go to the bottom
of the deep blue sea by reason of violent
collisions with something harder than their
own frail craft, the velocity of the wind has not
reached typhoon

RUSSIA, JAPAN, AND KOREA.

YOKOHAMA, Sept. 24th.
The Japanese dream so long and so fervently cherished, of handling Korea, is at last finally put on end by an agreement having been entered into between Russia and Japan, that they shall hereafter exercise a joint protectorate over the petty kingdom, and in addition the Japanese have consented to evacuate it.

This arrangement practically leaves Russia master of the situation. Japan has now realized what we several times warned it against, but in vain, that its proceedings in the Peninsula were simply paving the way for Russia. As to Japan exercising any joint protectorate in Korea with Russia, that we regard as a mere empty pretence. The latter is quite strong enough for the purpose, and no outside Power is likely to make any attempt on the so-called independence of the kingdom. Japan has been practically squeezed out of it by the dread of Russia's frown. The practical result of Japan's ambition to rule Korea has been to bring Russia into closer proximity, for although the latter will not for the present, at all events, proceed to annex the kingdom, it will practically, whether in peace or war, be certain to avail itself of it by making what use it pleases of the ports and other conveniences of the country. It has now become to all intents and purposes an appendage of the Russian empire, and Japan has no other option than to accept a situation which must cause it infinite chagrin, and is moreover attended with danger to itself. The practical domination of Russia in Korea will be for ever a standing menace to Japan. — *Japan Herald.*

ANTI-MISSIONARY TROUBLE AT NINGPO.

SHANGHAI, October 2nd.
Information has been received by Father Maunel, of the Lazarists' Order, that an anti-missionary outbreak has occurred at Ningpo. The Lazarist Fathers working in that city purchased some land for the purpose of erecting buildings thereon, but the maddened, to whom the Fathers had to apply for his consent to the transfer, refused his sanction. A gang of rowdies, acting, it is believed, with official connivance, destroyed a large quantity of the property of the Mission, and burned down one of the churches. — *China Gazette.*

VOLCANIC ASH-RAIN IN JAVA.

PATAVIA, 19th September.
The *Sorabaya Courant* states that a volcanic ash-rain seems to be spreading over a large portion of East Java. It was seen yesterday in the *Sorabaya* Roads; also at about 5 o'clock on the same day it was apparent in the whole town and increased at nightfall. The moon and stars were only observable as it seemed through a thin mist.

A white-colored fine powder was to be seen on the furniture in the houses.
This morning person informant (*Sorabaya Courant*) that he had collected several grains of the dust from a marble-topped table, and that the plants and flowers show signs of the dust. Persons driving yesterday distinctly felt the fine sharp dust in their eyes.

Food stuffs are full of the dust, and the teeth are grated when eating. A glass of water when left for some little time will show a settling of the powder at the bottom.

From Lawang news has been received that the ash-rain was continuous from 11th to the 15th instant. So extremely fine is the dust that during 24 hours the thickness does not exceed more than half a millimetre, notwithstanding that it is distinctly visible with the naked eye.

The ash has a totally different appearance from that seen during the eruption of the Merapi in 1872.

It appears that the Lamongan is now giving the performance.

At the same time the Smerce and the Kioeth show signs of disturbance. At Probologge during the last few days persons at a distance of 25 metres have been able to distinguish one another owing to the thickness of the dust.

Further news with regard to the volcanic ash-rain is coming in from all sides.

At a place called Klakak artificial light has had to be used during the daytime, so indistinct was the light of the sun rendered through the falling ash.

At has been falling over the whole district of Probologge.

A private letter from Probologge is written in a most mournful tone about the intolerable nuisance caused by this phenomenon, which continues to obstruct. In the majority of houses doors and windows are closed, but the fine dust forces itself through all crevices and covers everything.

At Lamongan it has been cordially execrated of life, especially by mistresses of houses.

Also at Sorabaya the phenomenon has been strongly in evidence about noon.

With a clear view over a certain distance the ash clouds can be distinctly seen hovering.

NAVAL CONSTRUCTION IN JAPAN.

Three war-vessels are now being constructed in Japan—the *Suma*, *Asahi* and *Miyako*, of which the first-named vessel was launched last year at Yokohama and is expected to be completed shortly. The other two are expected to be completed in April next. The *Osaka Asahi* gives the following descriptions of the new vessels:

Suma, a steel twin-screw cruiser, length 95.000 m.; breadth 12.200 m.; depth 7.700 m.; average draught 4.600 m.; displacement tonnage 9,700; available horse-power 8,500; speed 20 knots. Armour—level protected deck 19 m.m., thick slope 51 m.m. Guns—two 15 c.m. quick-firing, six 12 c.m. quick-firing, twelve 47 m.m. quick-firing and four machine guns, two torpedo tubes. Coal bunker capacity 600 tons; launched at Yokohama, on March 9th, 1895; cost—hull, machinery and fixtures 2,055,000 yen; armament, 454,600 yen.

Asahi, a steel twin-screw cruiser, length 90.000 m.; breadth 12.000 m.; depth 8.100 m.; average draught 4.800 m.; displacement tonnage 9,800; available horse-power 8,000; speed 19 knots. Armour—level protected deck 19 m.m., slope 51 m.m. Armament—two 15 c.m. q.f., six 12 c.m. q.f., ten 47 m.m. q.f., and 4 m.g.; two torpedo tubes; coal bunker capacity 600 tons; launched at Yokohama, on March 9th, 1895; cost—hull, machinery and fixtures 2,055,000 yen; armament, 454,600 yen.

Miyako, a steel twin-screw dispatch boat, length 66.000 m.; breadth 10.500 m.; depth 7.042 m.; average draught 4.000 m.; displacement tonnage 1,800; available horse-power 6,130; speed 20 knots. Armament—two 12 c.m. q.f., ten 47 m.m. q.f., and four m.g.; two torpedo tubes; coal bunker capacity 600 tons; launched at Kure, on March 9th, 1895; cost—hull, machinery and fixtures 794,000 yen; armament, 129,600 yen.

JAPAN AND THE PHILIPPINES.

The Japanese Consulate at Manila, which was abolished a few years ago, is to be re-established shortly, and Mr. Miura Arakio, an official in the Commercial Bureau of the Foreign Office, will be sent as acting Consul there, early next month.

The *Yushin Nippo* gives currency to a rumour that the Spanish Government is desirous of purchasing the battleships *Fujiyama* and *Yashima* now being built in England for Japan, and our contemporary suggests that Spain should offer to cede the Philippines to Japan in exchange for the two vessels. We will not dwell on this further than to point out that a first-class battleship would cost less than \$10,000,000, and the revenue of the Philippines is fully \$10,000,000 a year, which, capitalised on the moderate basis of five years' purchase, would be worth five or six such ships. — *Kobe Chronicle.*

THE NEW JAPANESE CABINET.

Kobe, September 29th.
Yesterday Marquis Hachisuka, the President of the House of Peers, intimated his willingness to accept the portfolio for Education in the Cabinet, which therefore is now fully formed, the offices being allotted as follows:—
Count Matsugata—Minister President and Minister for Finance.
Count Okuma—Foreign Affairs.
Admiral Count Kabayama—Home Affairs.
Marquis Saigo—Navy.
Viscount Takashima—War.
Viscount Kato—Agriculture and Commerce.

Mr. Kiyoura—Justice.
Viscount Nomura—Communications.
Marquis Hachisuka—Education.
Viscount Takashima—Colonies.

The asterisk indicates that the Ministers were in the late Cabinet. Marquis Saigo and Viscount Kato continue to hold the same offices as they filled in the late Cabinet, but Viscount Takashima, though still retaining the portfolio of Colonial Minister, also becomes Minister for War, which office in the late Cabinet was filled by Marquis Oyama. — *Kobe Chronicle.*

THE TRADE ROUTES TO SZECHUAN.

From time to time alarmist reports appear of the success attending the French efforts to tap the rich trade of Szechuan by way of the Tongking and Yunnan routes, as against the competing routes from India. It is gratifying to know, however, that one of the most recent travellers through the territory concerned gives a more reassuring version of the state of affairs and anticipates a large measure of success for the British plan if the nature of the country is appreciated and the difficulties connected with relation thereto. Ejected from their station at Yachon by the disturbances in Szechuan last year, the Rev. W. N. Upcraft and the Rev. H. J. Openshaw, of the American Baptist Mission, started on a journey with the primary object of investigating the possibilities of mission work amongst the Lolo and the other tribes dwelling on the Burma-China borders. They started from Chungking in September of last year, towards the province of Yunnan. After leaving the Yangtze they had an overland journey to the capital city, Yunnan, thence to Mangshi and Lachan, the border town between Yunnan and Tongking. The country down to Yunnan is described as very mountainous, with here and there a plain, occupied by villagers, the people being very poor and stupid. Between Yunnan and Mangshi there bears unmistakable evidence of the ravages of the Mahomedan rebellion. The opening of Mengzi has had a marked influence upon trade. Instead of going by the West River, as formerly, the exports, principally tin and opium, are sent down by the Red River. The French are making strenuous endeavours to secure the trade of the district, but though there is a good deal of outward show little profitable commerce seems to fall to them. In Yunnan's two shops for the sale of French goods have been opened by nominal Christians, and a passenger and two small cargo steamers ply between the Mengzi and Lachan. These are heavily subsidised by the French government. British goods, however, find their way to the interior by the tortuous route from Bhamo, and it is a testimonial to their merits that though they have to be carried all the way on pack animals, they find a ready market than the French productions. The travellers passed through Tongking, which appears to be absolutely stagnant, if not retrogressive. The contrast it presents with Burma, which was reached by steamer to Rangoon—is surprising. The comparatively few years of British Government in Burma have produced a wonderful change. There is an air of prosperity and progress which is full of promise for the future. Railways are being projected and extended, and Mr. Upcraft does not conceal his belief that Western China's trade is at the moment of the British high good judgment is only exercised upon the railways. The Kiangsi Ferry Railway, which, starting from near Mandalay will terminate on the Salween river, will develop the trade of its own district, but will not have much influence in the tapping of China. The Bhamo-Tengyueh (Mormo) route is another line which Mr. Upcraft discounts as a mode of reaching the objective point, Szechuan. The country to be traversed after Tengyueh is reached is of the most difficult character, and the railway would have to cross the range of mountains running in parallel lines across the map. The route, however, which has the greatest chance of success is by the extension northward of the railway from Magung, north of Bhamo, and then the utilisation of the trade route eastward to Szechuan. The railway is already surveyed to Myittha, and the line of advance of Western China lies to the north-east. Of course these extensions are costly, but their ultimate reward is so certain that no man should be lost.

From Bhamo to Tengyueh the travellers took eight days, and from Tengyueh to Tai twelve. This latter town is a great distributing point. Going north, across the Yangtze, Mr. Upcraft and his companion entered the country which is practically the home of the Lolo. At a place called Kikling (Gold River), however, they were attacked by robbers, their men beaten, and forced back. Another road was tried, but again the robbers caused trouble, so the travellers were compelled to take the usual eastern road back to Szechuan, arriving in Chungking after an absence of some eight or nine months.

Mr. Upcraft's testimony bears out the experience of previous travellers regarding the slight power China has over the western tribes nominally under her protection. Except in keeping the country closed as much as possible to travellers, China's influence counts for little. Just now there is a serious war amongst some of the Tibetan tribes, and the efforts of the Chinese officials to suppress it have been as ineffective and useless as usual. The Chinese were told to mind their own business and were driven off the field by the other parties. On the other hand the security of British rule is attracting to Burma many of the Shan tribes, who are disgusted with the exactions of the Chinese. Altogether Mr. Upcraft's opinions on the state of affairs in an important part of the world deserve careful consideration as coming from an independent and keen observer. — *N. G. Daily News.*

As to the next campaign against masses of cavalry will be the employment of large masses of cavalry in advance of the hostile armies. For the purposes of entering the enemy's country and maintaining his plans of mobilisation and concentration, screening the advance of friendly forces, and obtaining information as to the movements and purposes of the enemy, independent cavalry divisions have been organised in all modern armies. It is, indeed, true that the employment of cavalry upon the service of exploration is no new thing, for Napoleon's cavalry operations are among the most famous of his military exploits; but during the long peace that followed his wars the training of that arm was neglected, and its great services forgotten. It is, therefore, happened that in the war of 1860 a proper system of reconnaissance was carried out on the very eve of the battle of Koniggratz, and the posts of the opposing forces were less than five miles distant from one another, neither suspected the near and concentrated presence of the other. Although in the war of 1870 the German cavalry played an important part, its use in advance of the army was the outcome of experience gained in the earlier part of the campaign, especially after the battle of Woeerth, when the failure of the cavalry to act with boldness showed the French army to reach the Vorges without being perceived. From this time forward the German cavalry was employed in large bodies in advance of the army corps, but the service was without organisation and method, and the success which attended it was to a great extent due to the utter failure of the French to checkmate those of the enemy.

These lessons have not been lost, and it is now clearly recognised that the use of cavalry in advance of armies is of the greatest importance. By its greater mobility it can enter the enemy's country within a few hours of the declaration of war, and before the concentration of other troops can be carried out. Its first duty will be to hamper the mobilisation of the hostile forces, and for this purpose it may be here remarked that Russia keeps 30,000 horsemen constantly on the frontier of Poland. Its next great object will be to find the enemy's camps and marching columns, and constantly keep the Commander-in-Chief informed of his whereabouts and movements; for, as Frederick the Great said, those who can be always acquainted with the enemy's designs beforehand one would always beat him, even with an inferior force.

The employment of horse artillery batteries with independent cavalry divisions is important, and in some operations the assistance of guns would be absolutely necessary, as, for instance, when detachments of the enemy occupy a town or village, in such a case a small body might delay the advance of cavalry for a considerable period, whereas a few shells would be sufficient to drive it from its stronghold. On the line of march also columns of the enemy would be obliged to halt and deploy under fire of a few guns, and artillery can delay the advance of troops over ground upon which cavalry could not be employed.

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FRENCH JEALOUSY.

STRAWS SHOW WHICH WAY THE WINDS BLOW.

It is much to be regretted on the part of a clever and progressive people like the French that of late years they have done the national character discredit and injustice by the very undignified and wantonly offensive behaviour of many of their officials in Pacific lands and elsewhere—many of them ignorant men entrusted with most arbitrary powers. The unaccountable cession of the English protectorate over Rutoru and Rimatara in the Adelphi group was regarded as a sign of weakness on the part of *la grande Albion*. Very few reports of war on insults and petty persecutions and annoyances put upon quiet and respectable English and American traders in French Oceania ever reach the ear of the English public, but facts, however buried and suppressed, remain the same. Even any English-speaking traveller, whilst passing through these parts, is looked upon by most of the French officials in Tahiti and the neighboring islands as a dangerous character and a spy-in-disguise, and many mean and petty artifices are set afoot to thwart him on every hand. Once more, this sort of thing is not worthy of a great nation. Such proceedings are mean and cowardly in the extreme and reflect nothing but disgrace upon their authors. The glaring miscarriage of justice noticed in dealing with some of the blue-jackets of H.M.S. *Hyacinth* not so very long ago when lying in Papeete harbour is another case in point; it is not likely to be forgotten or to improve matters. Why should French officials be jealous of Englishmen passing through their country, and of a few plain, honest and peaceable traders establishing a footing in Tahiti and other islands under their control? It seems like the feat of straining at a gnat and swallowing a camel, for there are above 200 Chinese in the little town of Papeete, who, by strict attention to business, are cutting down their trade and spoiling their profits more than their English and American competitors and competitors, who seem inclined to imitate their policy of *laissez-faire*. To sum matters up, in fine, and to put a plain homely question—"Why this jealousy?"

Alas, what troubles do embroil the scroes who dip his pen in gall! Describing humble men's misdeeds. Whilst Dame Europa nods and naps And wots not of Pacific seas Love Caribbees or Cherokees.

F. W. CHRISTIAN.

THE FIRST LINE OF OFFENCE IN THE FIELD.

One of the most important features of the next war will be the employment of large masses of cavalry in advance of the hostile armies. For the purposes of entering the enemy's country and maintaining his plans of mobilisation and concentration, screening the advance of friendly forces, and obtaining information as to the movements and purposes of the enemy, independent cavalry divisions have been organised in all modern armies. It is, indeed, true that the employment of cavalry upon the service of exploration is no new thing, for Napoleon's cavalry operations are among the most famous of his military exploits; but during the long peace that followed his wars the training of that arm was neglected, and its great services forgotten. It is, therefore, happened that in the war of 1860 a proper system of reconnaissance was carried out on the very eve of the battle of Koniggratz, and the posts of the opposing forces were less than five miles distant from one another, neither suspected the near and concentrated presence of the other. Although in the war of 1870 the German cavalry played an important part, its use in advance of the army was the outcome of experience gained in the earlier part of the campaign, especially after the battle of Woeerth, when the failure of the cavalry to act with boldness showed the French army to reach the Vorges without being perceived. From this time forward the German cavalry was employed in large bodies in advance of the army corps, but the service was without organisation and method, and the success which attended it was to a great extent due to the utter failure of the French to checkmate those of the enemy.

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As to the next campaign against masses of cavalry will be the employment of large masses of cavalry in advance of the hostile armies. For the purposes of entering the enemy's country and maintaining his plans of mobilisation and concentration, screening the advance of friendly forces, and obtaining information as to the movements and purposes of the enemy, independent cavalry divisions have been organised in all modern armies. It is, indeed, true that the employment of cavalry upon the service of exploration is no new thing, for Napoleon's cavalry operations are among the most famous of his military exploits; but during the long peace that followed his wars the training of that arm was neglected, and its great services forgotten. It is, therefore, happened that in the war of 1860 a proper system of reconnaissance was carried out on the very eve of the battle of Koniggratz, and the posts of the opposing forces were less than five miles distant from one another, neither suspected the near and concentrated presence of the other. Although in the war of 1870 the German cavalry played an important part, its use in advance of the army was the outcome of experience gained in the earlier part of the campaign, especially after the battle of Woeerth, when the failure of the cavalry to act with boldness showed the French army to reach the Vorges without being perceived. From this time forward the German cavalry was employed in large bodies in advance of the army corps, but the service was without organisation and method, and the success which attended it was to a great extent due to the utter failure of the French to checkmate those of the enemy.

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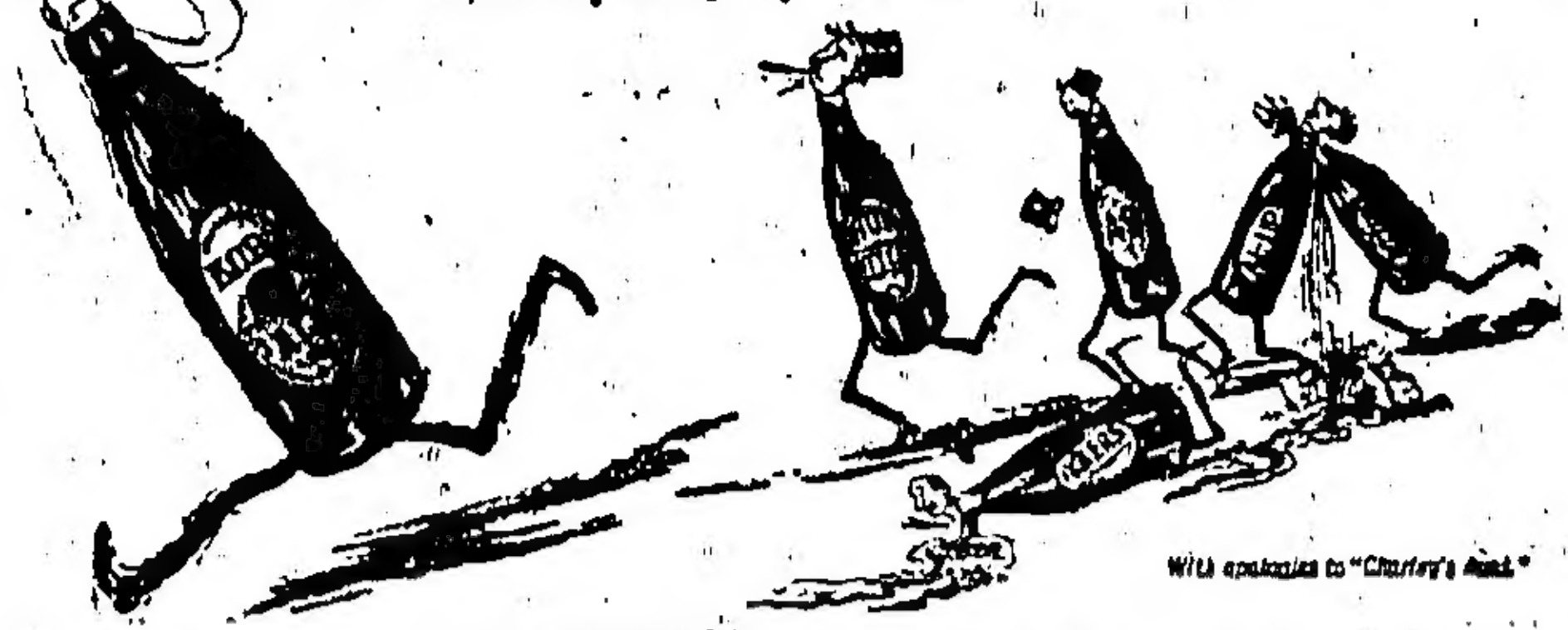
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